

## IN IMMINENT PERIL

## ONE-WAY PASSENGER RATES IN DANGER OF DEMORALIZATION.

## All Owing to Extension of Return Limits on Excursion Tickets—Millage Charges on Special Cars Cut.

One-way passenger rates west-bound from Chicago are in imminent peril. The extension till Sept. 1 of the return limits on the tickets for the national educational meeting at Asbury Park threatens to cut them right in two for the next two months. Several of the roads have adopted the policy of preventing demoralization in general business through the manipulation of excursion tickets by making similar reductions in one-way rates in all cases where the restriction thrown around the return portion of the tickets is not such as to prevent scalpers handling them. It was supposed that such restrictions had been adopted in this case, but the Soo and the Wisconsin Central on the north and the Missouri, Kansas & Texas and the Santa Fe in the southwest, disregarding these restrictions and making the tickets good for return up till Sept. 1, have spoiled the plans of the association roads, it now appears as if a reduction of the one-way rate would be the only way to keep the market from being flooded with the return portions of these tickets. This is very much regretted by everybody because the financial condition of all the roads is such as to make the conservation of revenues exceedingly desirable. All hope of saving one-way rates has not been abandoned, strenuous effort still being made to induce the roads named to withdraw their announcements as to the return limitations, but the prospects of success are by no means flattering. Tomorrow, meeting may find some other way out of the difficulty, but the only one talked of to-day among railroad officials is a reduction of one-way rates west-bound for the entire period the return portions of the excursion tickets are effective.

## The East-Bound Freight Pool.

The meeting of the freight officials of the lines leading East from Indianapolis to agree on the percentages on east-bound seaboroad business which each road should have, made some progress. All the roads were represented except the Cincinnati, Hamilton & Dayton and the Monon, but not by officials who had power to act, and that is the reason assigned that no greater progress was made. Oscar Murray, vice president of the Big Four, who was present, says he thinks satisfactory percentages will be agreed on, but there are those who hold a contrary opinion. The pool which expired in 1887, with the taking effect of the interstate-commerce act, was referred to in preparing a basis of percentages, and it is quite evident that those figures will not be accepted by some of the roads. It is understood that the Lake Erie & Western will demand 20 per cent. of the east-bound business as its share, the Monon 10 per cent. and the Cincinnati, Hamilton & Dayton 17 per cent. These three lines wanting 47 per cent. of the business as their share is a good deal of trouble at a moment that the Big Four and the Pennsylvania lines will be satisfied with the remaining 53 per cent. Under the old pool the Big Four, the Cincinnati, Hamilton & Dayton and the Monon, as the roads were then known, were allowed 50 per cent.; these three roads are now under one management, and the question is where the Pennsylvania, which is considered something of a railroad, will run in for its percentage. It is understood that the Big Four will be satisfied with the old percentages of 10, 17 and 17, but when formed, it will have to be done by arbitration. At the close of the meeting Oscar Murray said that he thought the officials who attended went to Louisville, where it is proposed to-day to arrange an east-bound freight pool.

## The Peoria, Decatur &amp; Evansville.

The security holders of the Peoria, Decatur & Evansville, a former Mackey line, are experiencing a good deal of trouble in agreeing on some line of action which shall be fair for the several parties interested. The road is now paying operating expenses and interest on its first mortgage bonds, and those who well understand the situation say that until the times brighten financially present conditions should not be disturbed. There are those who believe that at no distant day the Peoria, Decatur & Evansville will be consolidated with the Indianapolis, Decatur & Western, and the owners of the two will then extend the L. & W. westward, and by so doing will have the benefit of both properties. The United States circuit, in its last issue, says concerning the Peoria, Decatur & Evansville that a circular will shortly be issued by the stockholders' committee to the stockholders of this line asking them to take no action. For the present those depositing will bind themselves to no action. The committee has not formulated a plan of any sort as yet, but merely desires to make sure of its strength. Moreover, the committee does not feel that the present is the right time for reorganization. Its ultimate idea is to formulate some plan. Besides its work of organizing the stockholders, this committee desires to have some protection against any slighting of their interests by a second mortgage bondholders' committee. There were reports of a plan by this latter committee only a short time ago, but it has not been clear and probably was thrown out merely as a "feeler." The first mortgage bondholders are in a good position, and will not be likely to take any action. The lien which would precede theirs would be recovered by the committee, and it is ample authority that there is no call for them.

## Milage Charges on Special Cars.

The executive committee meeting of the Western Trunk-line Association was held at Chicago yesterday, there being a full attendance of the presidents and vice presidents of the different roads. The main subject under consideration was a proposed reduction in the mileage charges on special cars. It was agreed that, beginning Aug. 1, the mileage on all classes of freight cars interchanged between the roads should be reduced to a cent per mile, but excepting refrigerator cars should be one-half cent per mile. This reduction would be a quarter of a cent per mile. The rate varies at present, but the average is about three-quarters of a cent per mile. It was decided to make the rate uniform and fix it at one-half cent per mile. The matter of refrigerator cars was referred to a committee consisting of E. H. Ripley, of the Milwaukee & St. Paul, C. H. Chappell, of the Alton & St. Louis, and J. E. Smith, of the Santa Fe. This committee will report at the next meeting on what reduction should be made on refrigerator cars. The present rate is 1 cent per mile.

## Limit of Tickets Extended.

General Passenger Agent Heard, of the Missouri Pacific, says that his road will to-day officially announce that the return portions of tickets sold for the teachers' meeting at Asbury Park and the Christian Endeavor convention at Cleveland will be honored any day prior to Sept. 1. Other passenger agents in Kansas City have wired their roads for instructions. The Western Passenger Association limited the return on their tickets to three specific days. Mr. Heard said his road was forced to take this action because of the competition of other lines which are selling tickets under private contracts. His company has notified Chairman Chalmers, of the Western Passenger Association.

## Personal, Local and General Notes.

T. W. Barbary has been elected president of the Burlington & Western and the Northwestern roads. The new board of directors of the Southern railway will hold their first meeting July 5, in Richmond, Va. Charles Merrill, general southwestern passenger agent for the Rock Island, is in the city on official business. W. Kent, general passenger agent of the Chicago, Peoria & St. Louis, has been in the city for a day or two visiting friends. John E. Turner, who represents the Northern Pacific in this territory, last night received a telegram stating that the Northern Pacific trains were running through between St. Paul and Port.

and without transfer, so far had the damage from the late floods been repaired.

W. H. McDoel, general manager of the Monon line, passed through the city last night en route to Chicago from Cincinnati.

A cablegram was received from M. E. "Euler" yesterday, stating that he was in Paris on Sunday, and would be there for two or three days.

To keep its shops in operation, the Lehigh Valley will build two thousand coal cars, a class of car which is always convenient to be well provided with.

Yankee soldiers will have three switching engines and crews at work at the block coal mines at Brazil, and before the week is out expects to have five more.

Mr. Pearson, formerly a train dispatcher on the Vandalia, in his new office with the Order of Railway Telegraphers' Association, is to receive \$1,000 a year and expenses.

Walter Wilson, the oldest engineer, in point of service, on the Lake Erie & Western, is suffering with total blindness and has retired from railroad service. His home is Peru, Ind.

Grand Master Sargent, of the Brotherhood of Locomotive Firemen, returned from New York on Sunday, and on Monday started for an extended western trip in the interest of the organization.

Samuel Brash, passenger conductor on the Peoria & Eastern, is a great sufferer from rheumatic troubles, and he cannot move about without help. He has been taken to Spencer for treatment.

A new feature has developed in the Southern line, which by the inclusion of New Orleans as a point where the graduated cut rates are operative. This will draw the line Central into the domain of the Southern.

The Cincinnati, Union City & Chicago Railway Company has struck a snag at Bluffton. An election has been ordered to vote on the road to the road of \$200,000, but the opposition that it is likely to be defeated.

The friends of George H. Valliant, vice president of the Erie, will regret that he has entirely lost the use of his limbs and is moved about only in a chair. He is said to be suffering from a paralysis, and more recently a second attack.

The first six months of 1894 the Lake Shore & Michigan Central earned 5.91 per cent. of its gross earnings, against 7.9 per cent. in the corresponding six months of 1893. The corresponding six months of 1892 earned 7.73 per cent., against 7.62 per cent. last year.

The Pennsylvania shophmen and their friends at Fort Wayne had their annual meeting yesterday. The meeting was held at the hotel where the excursionists were run in three sections. Not a drop of rain fell during the meeting, and not an accident occurred to mar the occasion.

The passenger agents of the roads in the Chicago & Ohio River Association will meet tomorrow at the hotel where they formed a local association and elected I. D. Baldwin, general agent of the Monon and the C. & O., at this point, and H. M. Bronson, assistant general passenger agent of the Big Four, secretary.

Nine weeks ago the coal miners' strike was inaugurated on the Indianapolis & Vincennes road, and the roads which depend on the mines on that line have not been able to get a pound of coal from this source until yesterday, when the New York delivered ten carloads to the Lake Erie & Western.

General Counsel Carey, of the Chicago, Milwaukee & St. Paul, who has been in the city some weeks looking over the amendment to the interstate-commerce act permitting of pooling, has returned to Chicago and says the amended interstate-commerce act will pass both houses within the next ten days.

The improvement which the present management of the Louisville, Evansville & St. Louis proposes to make at the St. Louis terminal are taking definite shape. The plans for the new buildings have been accepted by the company's officers and it is proposed to take advantage of the present building times for doing such work.

The case of the State on relation of P. M. Kistler against the Vandalia & El River road to secure a charter for the road, which has been in the courts for years, came up yesterday for hearing before Judge Capron at Winchester, Ind. One of the legal papers was read, and the charter will be forfeited that it has appointed W. A. Osmer receiver of the road.

The first Northern Pacific through passenger train since June 1 arrived at Tazewell yesterday. Heretofore it has run regularly. In eight hours, Sunday, 14 cars of delayed freight which had been collected on the line at Tazewell, were landed. The first train of four hundred cars of freight which has been tied up since the break in Idaho was moved yesterday.

Freight Traffic Manager Walker, of the Chesapeake & Ohio, cables from London that the London and Liverpool companies which established the line are more than pleased over the results thus far, claiming that the London and Liverpool companies established which has so quickly come to the front.

Harry Mounts, secretary of the Indianapolis division of the Order of Railway Conductors, says this is another of the older railway organizations whose members are not jumping over each other's heads. He does not know a member of the Indianapolis division who has gone to the organization, and it is one of the largest of the divisions of the Order of Railway Conductors.

Russian railways give rewards to employees who have given satisfactory service for twenty-five, thirty-five and fifty years. At the end of 1893 rewards of \$100, \$200 and \$300 were given to 1,312 employees who had worked over twenty-five years, \$15.00 each to 322 men who worked thirty-five years, and \$24 each to five men who had served over fifty years. The railroad companies are not satisfied with these payments, and are making only the lower class of laborers who have no special position and are not in line to have one.

The Chicago, Burlington & Quincy has a relief association, similar in its character to that of the Pennsylvania Company. The Supreme Court of Nebraska handed down a decision, last week, in a case where an employee of the C. & Q. was damaged after drawing benefits from the association, to the effect that where benefits were accepted from the association, a suit for damages was barred. This decision, Nebraska Supreme Court agrees perfectly with a recent decision of the Supreme Court of Indiana, where an employee of the Indianapolis & Vincennes sued the Pennsylvania Company for damages after drawing benefits from the relief department.

## Cucumbers for Pickling.

The pickling factories in the larger cities of the West make possible the growing of cucumbers for a manufacturing market. To be just right the soil should be rich and sandy, and the cucumbers, natural or applied. For ordinary culture seed may be sown in hills five or six feet apart, and twenty to twenty-five inches apart. The hills should be covered with a layer of straw or other material, which allows a very liberal loss from bad seed or from cucumber bugs, worms, etc., which attack young plants in the state. The striped bug, usually their worst enemy, is ready to leave them alone when the ground is covered with straw. The young seed leaves should be kept clear of the ground, if not checked, they will very often clean a plantation. The seeds of cucumbers for pickling purposes are generally sown the last of June or the first week of July. The land should be well manured, and the seed should be sown in rows, the hills being about four feet apart. The hills may be six feet apart, and the seed sown in rows, the hills being about four feet apart. The quantity of seed usually allowed to the acre is from one to two bushels. Many growers are liberal with the seed, and grow against destruction by bugs and worms. As the season of maturity approaches, the danger point thin to three or four in the hill. When pickling begins they should be taken up as they grow, and the desired size, going over them daily, picking clean, misshapen and unmarketable ones first, and then the good ones. Cucumbers to ripen need the power of the plant is weakened in producing new cucumbers. The green pickling in one of various forms is the best for this purpose.

The small cucumbers are often called "pickers," but the true gherkin is a different plant. This is cucumis anguria of botanists, a native of Jamaica, the habit of the plant being like the globe cucumber. The surface of the fruit is thickly set with spiny nipples, very unlike that of the common cucumber, and having the resemblance to the wild cucumber in shape. The size is two inches in length by an inch or so in diameter. The color is a regular oval form; color pale green; flesh greenish white; very seedy and pulpy; seed, small, flattened, yellowish white, like all cucumber seeds, retains its vitality as long as the mature fruit. The seed is plucked when about half grown, while the skin is tender and easily broken by the teeth. As the season of maturity approaches, the rind gradually hardens, and the fruit becomes worthless. In all stages of growth, however, the cucumber has a spongy appearance, and in process of pickling absorbs a large amount of vinegar.

When oiled walnut furniture begins to grow dingy, it can be made to look as fresh as new by rubbing it with a mixture of oil and wax. The mixture can be used, but pure, good kerosene oil is much the best. Rub it well in with a soft woolen rag and polish with clean, dry flannel.

The races at the fair grounds, July 4, 5 and 6, will command attention. Admission 50 cents.

## BLED BY THE SHARKS

## ELLA THOMAS, A VICTIM, TELLS HER EXPERIENCE IN A COMPLAINT.

## Made to Sign a Paper by Money Leaders While Nearly Blind-Fulford's Case with the Jury.

Lewis Baum, Harry Baum, Jacob Frankel, Frank Archer and Shillie McKee or Mackey, the first three money lenders, who have been operating in this city for several years, were yesterday joined as defendants in a complaint filed by a victim.

As usual, the victim is a woman and one who was ill and distressed at the time of negotiating the loan with the first "shark."

In her complaint she unfolds a story of grasping greed and merciless transactions seldom heard of even in the dealings with money sharks.

Ella Thomas, the plaintiff, boldly charges in her complaint that all of the defendants have been engaged in loaning money at usurious and illegal interest since the year 1891. She avers that an arrangement exists between them by which, when the victim squeals, the loan was transferred to another of the defendants, whom, it was represented, would carry the loan at the legal rate of interest. The defendants, she avers, deny that there is any connection existing between them. The plaintiff alleges that at the time she negotiated the loan she was sick and in distress and that the defendants Baum represented to her that they would assist her and loan her money at legal interest, giving her the privilege of paying back the principal in weekly or monthly installments, as suited her convenience. Since borrowing the two amounts, aggregating \$75, she avers she has paid to the Baums \$175, and recently they demanded the payment of \$125, which they charged to be interest on the loan. She avers that she signed the paper to foreclose a chattel mortgage held upon her household goods if she failed to pay.

After she represented to her, she says, that Frankel held the claim and would foreclose and sell her property if the defendants did not pay the money, she says that she signed the paper to the defendants Archer and McKee or Mackey, and that they signed the paper to her property and they demanded \$125, she says they threatened to levy upon her property unless she paid the amount, and afterwards they threatened to take possession of the goods unless she signed a paper which was presented to her by the defendants. She says that she signed the paper to the defendants Archer and McKee or Mackey, and that they signed the paper to her property and they demanded \$125, she says they threatened to levy upon her property unless she paid the amount, and afterwards they threatened to take possession of the goods unless she signed a paper which was presented to her by the defendants.

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Carver; suit on note. Tried by court. Finding and judgment for plaintiff for \$114.38.

Nancy L. Parker vs. Joseph H. Clark; breach of covenants. Cause dismissed and costs paid.

John Hendershott vs. Mattie Hendershott; divorce. Decree granted plaintiff.

Harry Smith vs. E. E. Smith; divorce. Decree granted plaintiff.

John Ensey vs. Catherine Ensey; divorce. Decree granted defendant on her cross-complaint.

Isaac M. Stafford et al. vs. John E. Hoff et al.; replevin. On trial by court.

Room 2—Piney W. Bartholomew, Judge.

Edward J. Richards vs. Anna F. Richards; divorce. Decree granted plaintiff.

Florence May vs. Charles May; divorce. Decree granted plaintiff.

Martha Breneman vs. Isaac Breneman; divorce. Evidence heard and continuance.

Frank Foley vs. John A. Smith; mechanic's lien. Dismissed at plaintiff's costs.

Thomas J. Davis vs. John W. Perin; account. Dismissed for want of prosecution.

The Massachusetts Mutual Life Insurance Company vs. Albert Alton; foreclosure. Judgment for \$1,397.90. Decree of foreclosure.

Alphonse Clautier vs. Consumers' Gas Trust Company et al.; damages. On trial by jury.

Circuit Court.

Edgar A. Brown, Judge.

Bridget Kelly vs. Hugh Kelly; divorce. Dismissed at plaintiff's costs.

Nathan H. Carrington vs. John M. Pruner; note. Dismissed at plaintiff's costs.

Logan Johnson vs. John H. Henzie; mechanic's lien. Dismissed at cost of plaintiff.

Charles Zeigler vs. Fannie M. Wood; account. Dismissed at plaintiff's costs.

New Suits Filed.

Mary G. Nichols vs. Roscoe G. Miller; foreclosure. Superior Court, Room 1.

Carroll Building vs. John W. Perin; foreclosure. Superior Court, Room 1.

Thos. J. Davis vs. John W. Perin; account. Superior Court, Room 2.

Elizabeth Wagner vs. Emilie Harker et al.; note. Circuit Court.

Elizabeth A. Patterson vs. The Cleveland and Indiana, Chicago & St. Louis Railway Company; damages. Demand, \$10,000. Superior Court, Room 2.

Ella Thomas vs. Lewis Baum et al.; for accounting and to quiet title to personal property. Superior Court, Room 2.

Henry Myers vs. Edwin P. Pratt et al.; note. Circuit Court.

Jennie Stevenson vs. Charles Stevenson; for support. Superior Court, Room 2.

Albert Hoover vs. John F. Hoover et al.; supporting lien. Superior Court, Room 2.

Albion W. Denny, Trustee, vs. Elizabeth Williams et al.; foreclosure mortgage. Superior Court, Room 1.

New Publications.

Col. Richard Henry Savage, so short introductory biography to his latest novel informs us, "has the newspaper man's love for soft paper and good lead pencils."

This predilection is self-evident in the "Princess of Alaska." No man using a typewriter would ever have taken the time to mark in so enormous an amount of italics and exclamation points as the Colonel has in this story. The story itself is a wild concoction of murder, battle and sudden death, adjectives and ancient and modern history, with the scene shifting from San Francisco to St. Petersburg, from Washington to Saghalien, without breaking a paragraph. Lobbyists and lesser thieves, Senators, diplomats and the party of the day appear with phantasmagoric suddenness and irrelevancy, all to the end that a rather commonplace story of an American girl who wed a Russian Princess who owns an Alaskan island wholly composed of rich gold ore. Colonel Savage has had a time and another done some creditable work, but "The Princess of Alaska" bears evidence of more than a passing fancy.